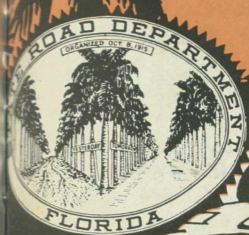


# FLORIDA

## Highways



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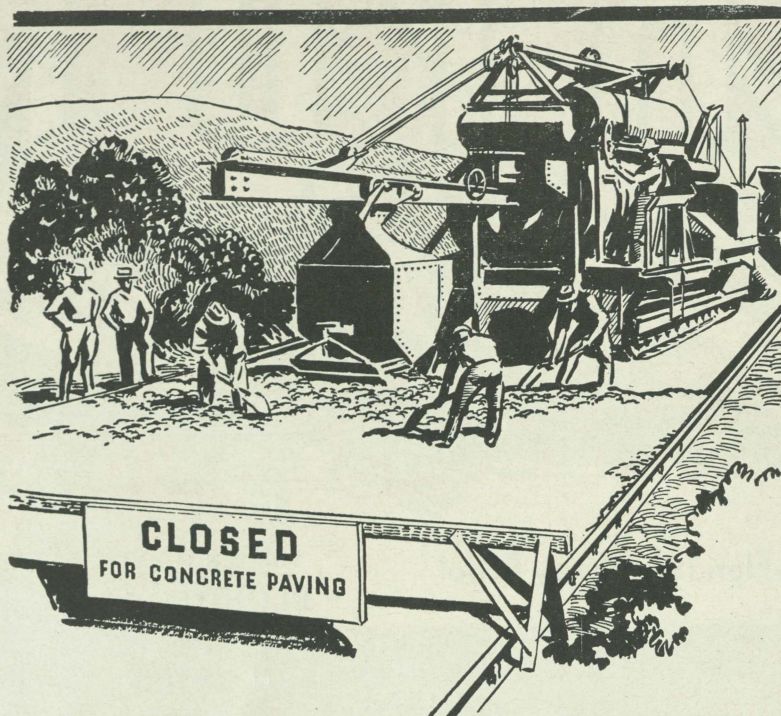
State Road Department of Florida---Florida Highway Patrol

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NUMBER 9  
AUGUST 1942  
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Daytona Beach Still Popular Summer Spot---See Page 11





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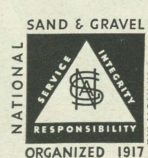
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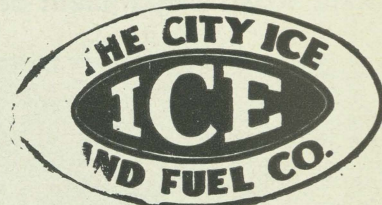
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# Transactions of Meeting of Florida State Road Department

## HELD IN TALLAHASSEE JULY 27

The State Road Department of Florida held its third quarterly meeting for the year 1942 at Tallahassee on July 27, with the following members and officials in attendance:

Thos. A. Johnson, Chairman; Jack F. Townsend, Member; James R. Stockton, Member; O. G. Lindsey, Member; C. Fred Ward, Member; H. H. Baskin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Asst. Highway Engineer; E. C. DeGarmo, Asst. Highway Engineer; W. A. Kratzert, Maintenance Engineer; E. S. Fraser, Bridge Engineer; J. R. Slade, Division Engineer; H. H. McCallum, Division Engineer; N. S. Emery, Division Engineer; W. D. Leveille, Division Engineer; T. M. Shackelford, Attorney; R. W. Ervin, Jr., Assistant Attorney; G. T. Shannon, Assistant Attorney; R. J. Waterston, Auditor.

### APPROVAL OF MINUTES

On motion of Mr. Stockton, seconded by Mr. Townsend, the minutes of the meeting held on June 29 at Ocala were approved.

### MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Lindsey, seconded by Mr. Ward, the expense accounts of the members were approved and ordered paid, as follows:

J. R. Townsend.....	\$84.70
J. R. Townsend.....	15.03
J. R. Townsend.....	32.29
O. G. Lindsey.....	33.20
O. G. Lindsey.....	1.00
C. Fred Ward.....	70.45
C. Fred Ward.....	3.00

### APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates as hereinafter indicated receive bids for the construction of certain projects and for the furnishing of certain materials, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

(See page 19)

### HERNANDO COUNTY—ROAD 15— CANCELLATION R/W CONTRACT BOND

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

BE IT RESOLVED that The Fidelity & Casualty Company of New York is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Hernando County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 8th day of August A. D. 1940, in the penal sum of \$5,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 1st day of July A. D. 1940, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 794-C, of State Road No. 15, and said surety bond is hereby terminated and canceled; Provided that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in any wise impaired, modified or affected.

### PASCO COUNTY—ROAD 15— CANCELLATION OF R/W CONTRACT BOND

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

BE IT RESOLVED that American Surety Company of New York is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Pasco County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 6th day of April, A. D. 1936, in the penal sum of \$1,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 6th day of April, A. D. 1936, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 795-A of State Road No. 15, and said surety bond is hereby terminated and canceled; Provided that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in any wise impaired, modified or affected.

### HOLMES COUNTY—ROAD 525 PROJECT 5583—RIGHT OF WAY

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 525 in Holmes County located and surveyed and has designated the same as Project 5583 and has prepared a right of way map of said project:

### ADVERTISERS' INDEX

Alton Moore Motors, Inc.....	In. B. Cover
City Ice and Fuel Co.....	In. F. Cover
Cleary Bros. Construction Co.....	In. B. Cover
Cogswell, A. R.....	20
Dixie Culvert & Metal Co.....	In. F. Cover
Epperson & Company.....	In. B. Cover
Fisher Hardware Company.....	In. B. Cover
Flamingo Concrete Pipe Co.....	In. F. Cover
Florida Asphalt Co.....	In. B. Cover
Florida Crushed Stone Co.....	In. B. Cover
Florida-Georgia Tractor Co.....	B. Cover
Florida Gravel Co.....	In. F. Cover
Florida Motor Lines.....	In. B. Cover
Florida Portland Cement Co.....	B. Cover
Florida Steel Products, Inc.....	21
Florida Wood Preserving Co., Inc. B. Cover	
Gulf Oil Corporation.....	In. F. Cover
Hall's Auto Parts.....	In. B. Cover
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J. H. Churchill Co.....	22
Joe's Tire Shop.....	19
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Mexican Petroleum Corp.....	In. B. Cover
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M. O. Huck Paint Company, Inc.....	22
Moore's Truck & Tractor Co.....	In. B. Cover
Murphy Construction Co.....	In. B. Cover
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Sherman Concrete Pipe Co.....	B. Cover
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Tungston Plantations.....	In. B. Cover
Underwood, R. W.....	22
Valencia Garden.....	21
Vaughn & Wright.....	In. B. Cover

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

### HIGHLANDS COUNTY—ROADS 341 & 32 PROJECT 5704—RIGHT OF WAY

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Roads No. 341 and 32 in Highlands County located and surveyed and has designated the same as Project 5704 and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and

(Continued on page 19)



# FLORIDA HIGHWAYS

Official Publication State Road Department—Florida Highway Patrol

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 10

AUGUST 1942



NUMBER 9

J. E. ROBINSON  
SAM ELLIS

Publisher  
Editor

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the Editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

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Address all correspondence to Florida Highways—not to individuals.

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# EDITORIALS

## Speedy Justice

LAST month Byrd Hudgins went to his death in the electric chair for the murder of State Highway Patrolman L. P. Daniels.

His execution came following every effort of his defenders to have him adjudged insane and confined to an institution, or to get his sentence commuted to life imprisonment. The courts and the State Pardon Board speedily acted on all of these applications and passed the prisoner on to the chair.

Hudgins had been an inmate of the Georgia State Hospital but experts from that institution testified that his judgment was "fair" and other experts testified that he knew right from wrong at the time he shot Daniels as the latter came up to his car on a lonely road in Dade County.

With such speedy handling of cases in which the lives of State Highway Patrolmen are involved, law-breakers will have more respect for the highway policing service and think twice before pulling the trigger.

## Clear Case For Gas

WHETHER or not it meets with success, it must be admitted that State officials, the State chamber of commerce and individual leaders have made a good case against further rationing of gasoline in Florida. Unless there is some other reason that has not been stated by Petroleum Coordinator Ickes for controlling sales, the ban should be lifted in time for the Winter season, providing Florida's representatives in Washington can get fair consideration of the problem.

The fact, as established by Governor Holland and Chairman of the State Road Department Thomas A. Johnson, who also is petroleum coordinator for Florida, that Florida not only has an ample supply of gasoline for normal needs but that transportation facilities are available to handle all the supplies needed for normal use, appears to be ample for lifting the restrictions against gasoline use in the State. Coupled with this is the statement of Harold Colee, executive vice president of the State chamber of commerce, that at least 100,000 persons now in the north will be under a tremendous health handicap if they are not permitted to make their usual trek to the Land of Sunshine to spend the most severe months of the Winter.

Florida is willing to make any sacrifice necessary to the winning of the war but it appears to be proven beyond any reasonable doubt that this sacrifice is not necessary. So long as Secretary Ickes fails to prove that necessity, Florida will fight to be taken out of the restricted area.

Should the National coordinator feel that Florida should be put "on her own" as to gasoline supplies, the State will have plenty of fuel from the Gulf, brought in by transportation now independent of the system being used to supply the restricted area.

This could be satisfactorily handled, according to the *Fort Myers News-Press*, which says:

"If undertaken as a State enterprise it (gasoline transportation) would likely fall to the lot of Tom (Thomas A.) Johnson, chairman of the road department, in his capacity as State oil coordinator. He thinks it can be done. The assembling and operation of tow boats and barges, he points out, would be no great trick for an organization like the road department which annually builds millions of dollars worth of highways, runs a string of prison camps and is equipped with personnel for a large administrative operation. There are some angles, such as financing, which would take some figuring, but the physical task of bringing oil in barges from Texas to our Gulf coast is not one to daunt executives like Tom Johnson or organizations like our State Road Department.

"As it may come to that it is a good thing Tallahassee officials are looking into it. Primarily this is not a State function. The National government having taken over transportation and oil, it is a Federal function. But if Federal agencies continue to dilly-dally it is time to let out a rebel yell and do what we can to prevent our way of life from being needlessly disrupted by bureaucratic nonchalance in Washington."

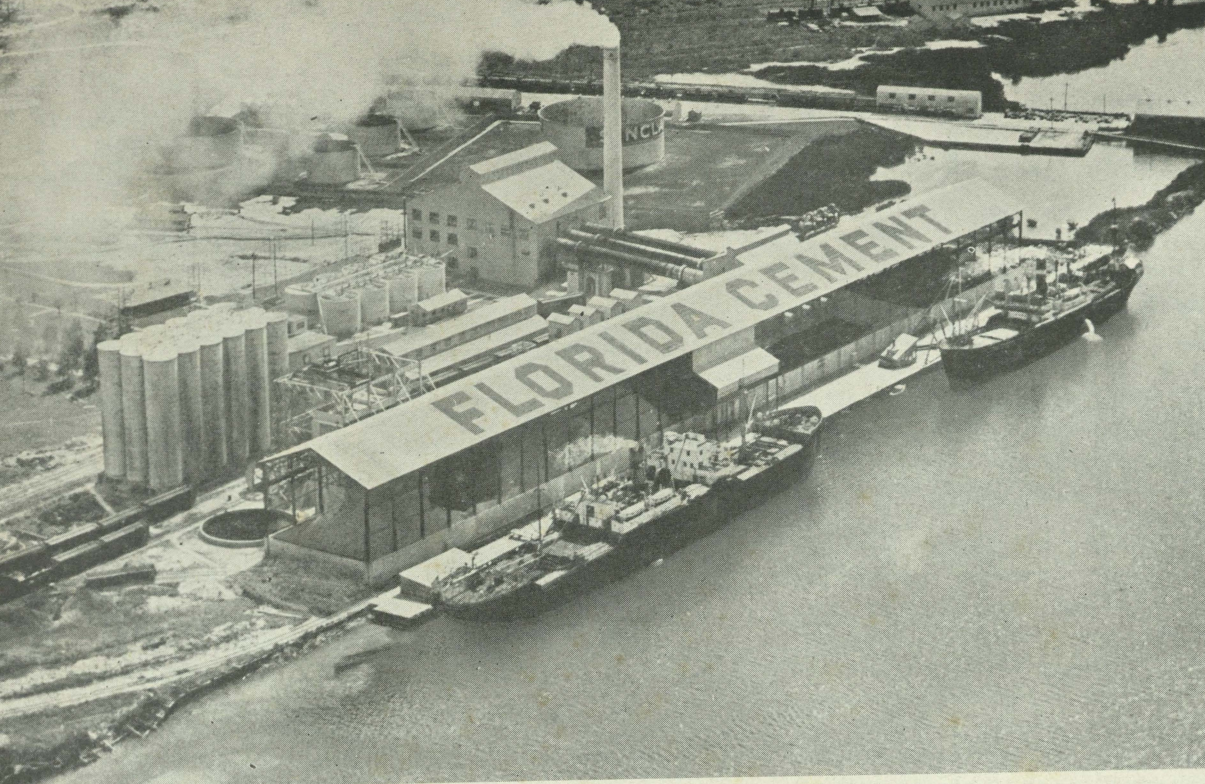
This same sentiment is reflected by other Florida newspapers and by a great majority of Florida people. Numerous mass meetings have been held in every part of the State calling for action. Many of these meetings have directed their appeals to the Florida delegation in Congress. As State officials have presented the facts and figures, including the statement that 5,000,000 gallons of gasoline was shipped out of Florida in June, and expressed their willingness to take over the job of transportation, it now seems logical that our senators and representatives in Congress take up the battle.

## Attention, Servicemen

THE STATE chamber of commerce, for which this magazine is pleased to act as a semi-official publication, is cooperating with the WPA and *Florida Highways* in staging a contest which will bring out facts about Florida which may be missed by the ordinary visitor. It is the Servicemen's Writers' Contest, open for entry until September 1, the winner to get a \$50 War Bond donated by the State chamber. The three highest awards will be printed in this magazine.

Entries in the contest must be between 1,500 and 3,500 words in length and should be submitted to the nearest WPA War Information and Reader Service Center, or mailed to the WPA Fact Finding Project, 49 West Duval Street, Jacksonville. Contestants should retain copies of their manuscripts as none will be returned. Inquiries as to source of material and other matters pertaining to the contest should be addressed to the WPA Fact Finding Project. Judges' selections will be final. Manuscripts submitted will become the property of the State chamber of commerce.





Stories  
of  
Florida

Plant of the Florida Portland Cement Co., Tampa. 6,000,000 bags annual capacity.

# Cement, Its History and Manufacture

By Corinne White Lamme

THE ROMANS discovered that a wet mixture of lime and volcanic ash would harden, so they employed it as a mortar to build the Pantheon, a temple dedicated to their gods, also in the construction of their public baths and the aqueduct which supplied Rome with water. Prior to that, the Greeks had built vaults of sarcophagus, a stone possessing the elements of crude cement, and the decomposing properties of quicklime, which its name implied before the word came to mean a tomb. But long before either Greek or Roman had found a use for lime, the Egyptian kings, to preserve their mortal bones and to perpetuate their immortal greatness, had erected pyramids of huge rocks joined together with a mixture containing, among other things, burned gypsum, the key to present-day cement. So it may be said that the history of cement had its beginning in monumental structures to the dead.

Nor was that all. To the dead and to the gods, in their building, had been offered up great human sacrifices. Thousands of slaves in succeeding generations are said to have died before the pyramids were completed. Human loss was not figured then, nor for many centuries afterward, and this wastage continued through medieval days to the shores of America and entered into the building of Spanish Fort San Marco at St. Augustine. Constructed of coquina blocks quarried from nearby Anastasia Island by Indian slaves and political prisoners, this monument to New World conquests required nearly a hundred years in time and an unrecorded toll of lives to build.

Here again was employed a lime cement, this time

obtained by burning oyster shells, and with this the Spaniards made a mortar and also a plaster with which to stucco the stone walls of their houses.

But it was to be two centuries more before cement progressed from mortar to concrete and practically displaced stone as a building material. This change turned large scale construction from tortuous lifting into mechanical pouring and made possible the completion in short order of useful structures for the living that dwarf the tombs of the Pharaohs. It also eliminated former inhuman practices, so it may be added that cement has greatly affected the culture and well-being of the world.

Cement performs but a single function, to harden a semiliquid material, but its application is as universal as construction itself. For purely ornamental purposes or for such gigantic projects as Grand Coulee Dam it has been equally adaptable.

Face of quarry. Note height as compared with man in foreground.

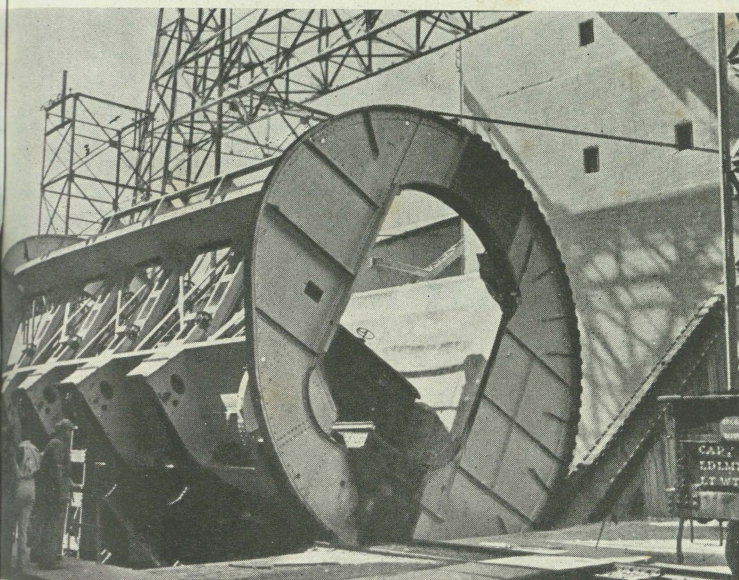




Transportation, reclamation, sanitation, agriculture and even recreation owe it a debt. Through the highways that bind the country together with ribbons of concrete, it has lifted the Nation out of ruts and mud and added fast bus and truck service to water and rail transportation. Through its use in concrete bridges and underwater tunnels it has shortened distances and reduced transportation rates.

It was cement that made possible the locks in the Panama Canal, a waterway that cut off 13,000 miles of travel around South America; it is cement that makes possible today the great dams that store and distribute water so that barren wastes may be transformed into fertile lands; and it is cement that enables the Nation to erect fortifications where it chooses without regard to the proximity of building materials.

To aviation cement has contributed smooth and durable airport landings; to cities it has provided storage reservoirs and sewer systems; to farms, silos for preserving stock feed; to dairies, sanitary barns; to recreation, immense stadia and swimming pools; and to the



The revolving car dump. A standard gondola is emptied in 2 minutes.

world generally, an easy form of ornamentation with cast stone. Its broad usefulness, in fact, is matched only by its comparative invisibility, for cement hides within the material it makes possible.

With such accomplishments to its credit, the manufacture of cement has necessarily become an extensive industry. In the United States alone, which uses more cement than does any other country in the world, there are 162 mills in 35 States; Florida has one plant, at Tampa.

The value of cement exists in its power to unite and hold together not less than three times its own bulk. In concrete, which is a simple mixture of cement, sand, water and gravel, or some other coarse aggregate, it develops such strength that if the concrete be broken, the line of fracture often cleaves the small stones that make up a part of the mass.

Cement itself is composed of equally simple ingredi-



Limestone and clay enroute to plant. Fifty cars are required daily.

ents—limestone, clay and gypsum, with a trace of other materials. Limestone and clay make up nearly all of its bulk or foundation, the gypsum running to scarcely more than 3 percent. The clay, which contains silica and alumina, combines with the lime for strength, while gypsum regulates the speed of hardening.

Portland cement is the name given to that used almost exclusively for building. It differs from natural cement in that it has uniform qualities for definite purposes.

These standards are assured by tests for fineness, tensile, compressive strength and soundness. Fineness is regulated by sieves. Tensile strength is determined by pulling apart a small briquette of cement and sand; its compressive strength, by crushing a cube of cement and sand. Cement must gain strength in both tests as it cures. A tensile strength of 275 pounds per square inch in week-old cement increases to 350 pounds by the end of four weeks. Seasoning usually continues from six months to a year. Soundness pertains to expansion under certain conditions.

Materials that go into cement are common and easily obtained but by reason of their great bulk its manufacture requires much room and enormous equipment. It also calls for excessive heat, extraordinary power and many thousands of clattering steel balls. The Tampa plant, which uses electricity, has equipment capable of supplying current for a city of 20,000 population. The heat to fuse the limestone and clay is greater than that needed to melt steel.

In contrast to space, equipment and energy, however, is the simplicity of manufacture. Four major steps cover the process: crushing, mixing and grinding, burning, and again grinding. In the first stage the crushing applies only to the limestone, and the mixing and grinding only to the crushed stone and clay. Next comes the heating, then the addition of gypsum and finally the grinding which completes the operation.

From railroad cars the limestone goes through breakers which reduce it to about 5-inch lumps, then through a hammer mill which crushes these. Meanwhile the clay has passed through a washing mill and been made into a soft mud, half water and half clay, ready to be combined with the limestone. This is accomplished in what is termed a compeb mill, which is a metal cylinder with primary and secondary grinding compartments, loaded



with thousands of steel balls. This mill rotates and the balls grind the materials into a creamy substance called slurry. It is now in shape for heating. Fed into a kiln in plastic form the heat dries it, then burns it into glass-hard clinkers the size of marbles. This application of heat and the resulting physical and chemical change is called calcination, and is exactly what had happened to the volcanic ash used by the Romans to make mortar.

The slurry is introduced at one end of the kiln, terrific heat at the other, and as the wet mass gravitates toward the oncoming heat, calcination takes place. The lime, silica and alumina, all cohesives, fuse into a single concretion, the bringing about of which is the main step in cement manufacture. This conglomerate, when ground, is not only insoluble in water but will harden under it.

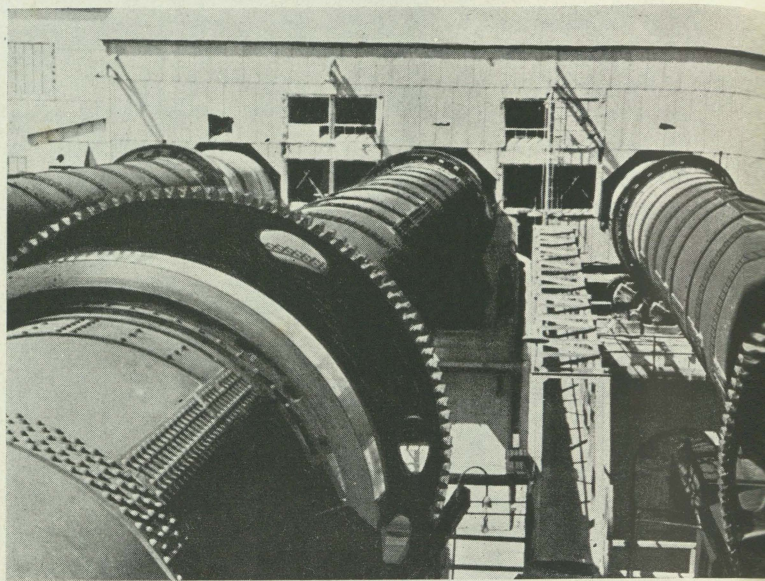
The kiln used for this is the biggest piece of equipment around a cement plant and the mightiest rotating machine in all industry. It consists of a horizontal steel drum anywhere from 8 to 12 feet in diameter and from 125 to 400 feet long, set at a pitch so that as the kiln slowly turns the slurry flows through it.

After the slurry has become clinker, there remains only the gypsum to be added and the final grinding to be done. Clinkers and gypsum are fed into another grinding mill and the steel balls once more go to work. This time the pulverizing continues until the powder can be sifted through a screen so fine that it will hold water. When it has passed through this it is Portland cement.

Commercial cement dates back to the experiments of an English engineer, John Smeaton, who had been employed by Parliament to build a lighthouse upon an outcropping of gneiss rocks in the English Channel. These crags, known as Eddystone, were under water at high tide and had been the cause of many a shipwreck. Two wooden structures had been built there at different times but these were unable to resist the elements. Smeaton's problem then was to build one that would withstand storms and tides alike; his greatest difficulty to find a mortar that would harden under water. None existed so far as was known, so he began his researches. This was in 1756. He soon discovered that hard, white limestone, hitherto considered best for lime-making, was in reality inferior to the soft, clayey type, and it was from this latter that he finally obtained a lime that would not only harden better in air, but more important, would harden under water. This limestone, obtained near

Cornwall, was the basis of the mortar used in the Eddystone lighthouse. After that, Smeaton and others made use of this type of cement but it was more than half a century before anyone thought it important enough to manufacture commercially.

In 1811 a stone-mason, Joseph Aspdin, of Leeds, England, had begun experimenting and by 1824, decided he had a cement that merited a patent. He called it Portland because it resembled the stone quarried on the Isle of Portland off the English coast, and Portland cement it has been ever since, although it little resembled the present-day product. Aspdin erected a factory at



The 3 rotary kilns. Each is 175 feet long and 11 feet in diameter.

Wakefield, England, and there made the cement used in the Thames tunnel, built in 1828.

Still another Englishman, I. C. Johnson, in 1845 developed a cement more like the modern Portland than any other produced thus far, in that it introduced the process of burning raw materials into clinker before grinding.

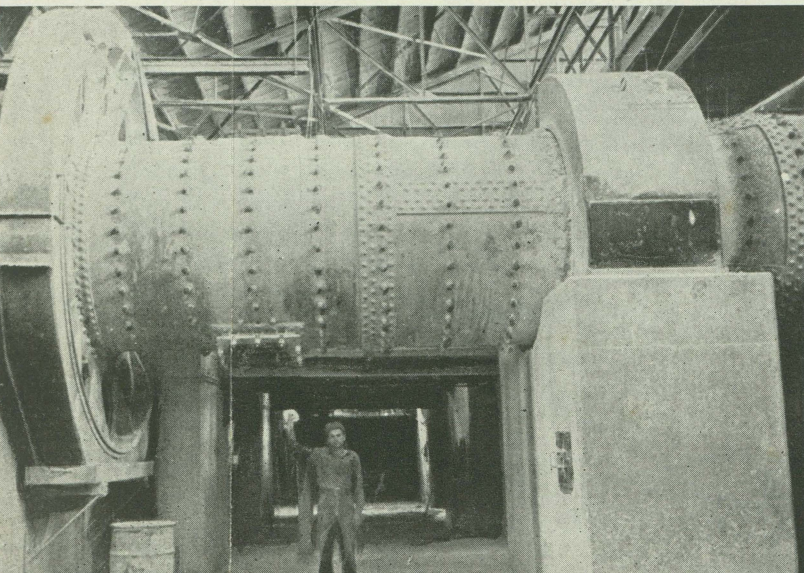
At first Johnson's cement was sold at prices under others in order to demonstrate its merits but it was not until John Grant, in 1859, decided to use it to build the London drainage canal, of which he was chief engineer, that Portland cement began to come into general use.

For many years after that, the United States imported cement from England and other European countries, first for mortar and later to be used in concrete, which eventually was to almost replace stone and compete strongly with brick.

In 1844 Joe Goodrich hauled imported cement from New York by wagon to his home in Milton, Wisconsin, and there erected what is believed to have been the first concrete house built in America, if not in the world. The Milton House is still in use, having successively been a home, a hotel, a warehouse and finally, in 1937, a print shop.

Eight years after Goodrich's pioneering venture, Horace Greeley built a concrete barn on his estate at Chappaqua, Westchester County, New York. This building,

One of the 7 compeb mills. Each mill is 26 feet long and 8 feet in diameter.





too, still remains in serviceable condition. Following Greeley's death, his daughter remodeled the barn into a three-story house and occupied it until her death in 1937.

Imports continued to be America's source until 1871, when David O. Saylor secured a patent on Portland cement in the United States and began to manufacture a domestic supply in the Lehigh Valley of Pennsylvania, which has since become the largest producing area in the country.

It took another twenty years after a domestic supply was available for concrete to find use as a paving material. As far as records disclose, the town of Bellefontaine, Ohio, was the first to try it out for that purpose in the United States. A narrow strip of concrete was laid in 1892 along a hitching rack on one side of Court House Square. The following year the rest of the square was paved and this paving continues to give service.

Since then, uses have vastly multiplied and specifications of the product have been carefully standardized. Methods of manufacture likewise have made great strides through laboratory research and new types of machinery, which have speeded up production. In 1939 the 162 mills in the United States had an annual capacity of 256,000,000 barrels, to which figure Florida's one plant contributed 1,620,000 barrels.

Materials used at the Tampa plant, except gypsum are native to Florida. The company owns its own rock pits near Brooksville, about 60 miles north of Tampa, in Hernando County, and its clay fields in adjoining Citrus County, 10 miles further north.

The limestone selected is a soft marine deposit geologically known as Miocene or Tampa formation. This was laid down at a time when the peninsula was under water and is made up of the skeletons of millions of sea creatures rich in lime. This occurred during the Miocene, third epoch of the Tertiary period of the Cenozoic, or most recent of the geologic eras. Tampa limestone covers a comparatively wide area, but only in thin layers, and in many places it is entirely missing, due to erosion at a time when Florida was above water. The name was given it because it was first identified in the vicinity of Tampa. The clay deposits were washed or blown from areas north of Florida at a later geologic time. From these two workings 30 cars of rock and 8 cars of clay are shipped daily.

While limestone and clay are common to many parts of the country, commercial gypsum is limited to less than a dozen states: New York, California, Kansas, Iowa, Oklahoma, Michigan, Ohio, Wyoming, Virginia and Texas. Florida has small deposits in Lake County and elsewhere, but these are difficult to mine.

As an invisible part of cement, which in turn is obscured in concrete, gypsum remains doubly hidden. Even in its native state it is seldom seen in the ordinary course of travel except by those who visit such underground wonders as Mammoth Cave in Kentucky. Here its soft sheen suggests reflected moonlight rather than the adamantine purpose to which it is put. Gypsum, when calcined by the use of heat, is a rapid-setting cement in itself but its primary usefulness is timing. This applies especially to great projects where hardening must be retarded or speeded to match the making and pouring of

concrete so that the finished job will set into a monolithic mass.

Varying in accordance with geologic conditions, gypsum in its natural state appears in four forms: as clear, transparent crystals, called selenite; as a fibrous, opalescent substance, called satin spar; as a fine-grained, translucent mass, known as alabaster; and finally as lumps of soft, almost colorless rock, which is the variety used for making cement and plaster.

In laboratory terms gypsum is hydrous calcium sulphate, a crystalline substance made up of water; calcium, which is a soft metal of the alkaline earthy group, and salt, or sulphate of sulphuric acid. In the case of selenite such as appears in Mammoth Cave, or in the geodes found in dry salt lakes in Utah, evaporation has caused the sulphate to crystalize. In other forms, particularly in volcanic districts, gypsum has resulted from the action of sulphuric acid on lime-bearing minerals through the oxidation of sulphurous vapors. In any case, it is a crystal that has the property of rehardening into a noncrystal after calcination, which makes it valuable for plaster and pottery. A common product of calcined gypsum is blackboard chalk. Another is plaster of Paris, which is produced by dehydrating it of only three-fourths of its water content.

For cement it is usually introduced in its raw form, although calcined gypsum is equally as effective. Either way, however, it must be added after the other materials have been subjected to fusing heat, as overburning would destroy its usefulness.

The Tampa plant, put into operation in 1927, consists of 15 buildings and occupies a plot of 15 acres at Hooker's Point. To secure enough space and at the same time make available water and rail transportation, it was necessary to pump in land from McKay Bay; and to support the buildings, material and machinery on it, it was necessary to drive 21,000 piles down to bedrock.

Equipment includes three rotary kilns with automatic feed and apparatus for reusing the heat to help generate electric power to operate them. These cylindrical kilns represent a radical improvement over former upright types, which were loaded from the top with alternate layers of coke and slurry, and fired and unloaded from the bottom. The new rotary type also does away with older methods of heating. Blazing coal dust forced under pressure through a central pipe has been replaced by pressure oil burners. The heat, which is brought to an intensity of 2,800 degrees, which is 300 degrees above the melting point of steel, is drawn through the kiln by draft fans, and after it has burned the slurry to clinkers, the fans send it on to waste-heat boilers to furnish steam for the electric generators. Rotary kilns made one revolution in anywhere from one to two and a half minutes. The slurry enters the center of the elevated end in a continuous flow, pumped from a series of tanks holding around 600 tons each. The interiors of the drums are lined with firebrick to withstand the terrific heat.

The compeb mills, seven in number, at the Tampa plant, are each loaded with 28,000 pounds of assorted steel balls in the first compartment, ranging from 1 to 5 inches in size, and 69,000 pounds of balls up to 1 inch in diameter in the second compartment. Three of these mills are used to grind the slurry and four to grind the



## EVERYTHING UNDER CONTROL

By Arthur Foster

Every Sunday I take my car out on the highways and demonstrate my marvelous driving skill. My extraordinary ability for cutting in and out of traffic on crowded roads is truly remarkable.

Eighty miles an hour is, of course, entirely too fast for most men to drive a car, but for a driver as good as I am there's nothing to it. I merely have better eyesight and quicker responses than most people.

You should see me take the curves on the steep, winding mountain roads on a Sunday afternoon, especially the narrow ones. I like to park on the curves on the hills, and point out the window at the unsurpassed scenery and lovely views. Sometimes I flip cigarette butts and lighted matches into the dry sage brush. What of it? I'll probably never be going back that way again.

I like to take a quart of liquor along, too. It makes things more cheerful. I can take the curves then without having to look ahead. You'd be surprised to see how well I can drive with a few stiff shots under my belt. Talk about relaxed!

The front wheels of my twelve cylinder deluxe were hanging over the limb of a hickory tree about four o'clock this morning. It was the other fellow's fault, of course. It always is. My wife and children are all in the hospital, and the car's a mess. You ought to see it. I didn't even get a scratch myself. I'm generally lucky that way. The insurance companies are taking care of everything. Nothing to worry about. It will be somewhat inconvenient for me to be deprived of my car for a couple of weeks, but I can take it.

The chief of police says he may have to take my driver's license away from me. Can you imagine the nerve of the man? Why they can't do that to ME.

clinkers. Storage silos which hold the finished product have a capacity of 6,000 barrels each. Storage of material, however, calls for the largest structure on the premises, a building 84 by 800 feet. This has room for 1,600 tons of gypsum, 11,000 tons of coal, 12,000 tons of clay, 27,000 tons of clinker and 35,000 tons of limestone.

Though methods of manufacture have changed and cement is now marketed by the sack, the original unit of measure, the barrel, still prevails. Before the advent of paper and cloth sacks all cement was sold in wooden barrels, with a gross weight of 400 pounds, or a net cement content of 376 pounds. When this heavy container was abandoned and the barrel unit divided, for

convenience, into four sacks, the same barrel-weight, however, was retained, that is, the four sacks total 376 net pounds of cement.

Cement is sacked by an automatic process at the rate of 1,000 bags an hour with practically no waste or flying dust. The sacks are first tied and then the cement is forced through a self-closing valve. To the visitor this swift and final operation is usually the most fascinating of all.

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Traynor, Frank M., Vice President, Florida Portland Cement Company, Tampa, Florida  
Robinson, Dr. E. L., Superintendent of Public Instruction, Hillsborough County, Tampa, Florida.  
Webb, Robert F., Former Professor of Geology, University of Tampa, Tampa, Florida.

## Larson Doubles Savings

In slashing a half million dollars off workmen's compensation insurance rates by his order of June 5, State Treasurer J. Edwin Larson, who also is State Insurance Commissioner, doubled the figure proposed by the National Council of Compensation Insurance in its Jacksonville meeting. The council proposed reductions averaging 5.1 percent while Larson's reduction, effective July 1, averages 10.8 percent in premiums charged during 1941.

The Larson reductions were ordered on the basis of the council's recommendation plus briefs submitted by employers and other data covering experience in claims.

Rates on fruit packing insurance will be cut from 86 cents to approximately 77 cents on each \$100 of payroll. Automobile accessories service stations will be cut from \$1.40 to \$1.30; bottling from \$1.45 to \$1.35; pulp manufacturing, \$1.96 to \$1.53, and newspaper publishing from 47 to 41 cents.

## Reams Heads Future Farmers

F. H. Reams, Jr., Aucilla, has been named president of the Florida Association, Future Farmers of America succeeding Claude Jones, Pahokee. Vice presidents are Ralph Beauchamps, Trenton, Grant Godwin, Walnut Hill, Vincent Stephens, Wauchula, Charles Howells, Ocala, Wallace Mitchell, Greenwood and Ralph Bishop, Belle Glade.

The Jay chapter, Santa Rosa County, was declared to be the best in the State during the past year.

## Rail Valuations Up 22 Percent

Total assessed valuation of Florida railroads increased 22 percent over last year, according to announcement of the State rail assessment board. Total valuation for 1942 taxes on 25 companies are placed at \$106,770,421 against \$87,541,500 last year.

Taxes against railroads are collected by the counties based on the amount of mileage of each line within the counties.



# The Truth About Daytona Beach !

By Robert Hunter

City Editor, Daytona Beach Evening News

**I**N SPITE OF a burden of war-imposed handicaps that could not be predicted, Daytona Beach is keeping its place as Florida's foremost summer resort. It would be foolish to say that this Summer looks like last Summer in Daytona Beach. It doesn't. But in comparison with other resort areas in the State, this city has the most normal appearance of them all.

Early in the season when ship sinkings along the Atlantic and Gulf coasts were frequent, a thick crop of rumors flooded Florida and nearby States to the effect that the war had made it almost impossible to enjoy Daytona Beach. Consequently a great effort was made to combat these rumors—most of them entirely false and some of them based on truth, but highly exaggerated. Advertising, publicity and word-of-mouth (thru the device of good-will tours throughout the State and into Georgia) were used to combat the rumors.

People were afraid of oil on the beach, bodies washing ashore; they thought the beach was closed to bathers; they thought the city was under military control or even about to be evacuated. Finally truth has prevailed and Daytona Beach is no longer pestered by rumors.

Because some coastal areas have become the sites of military schools they have been largely closed to the tourist business. That is not the case in Daytona Beach as yet, and tourists will find ample accommodations in this city.

Travel restrictions have cut down the number of visitors to this city as could be expected. However, those who do come are not being neglected. Daytona Beach knows it is a tourist city—a summer vacationists' city—and is continuing its planned program of public recreation. The city band plays at the boardwalk band-shell twice a week. Other programs such as community sings and novelty entertainments are staged at the band-shell.

The city's dim-out, designed to protect ships at sea, has caused programs to be shifted to the last daylight hours, starting at 7:15. This enables them to be concluded before dark with the help of "war time" which set clocks ahead an hour. Dances are held at the city casino on the mainland for both summer visitors and servicemen.

A new State highway between Daytona Beach and DeLand is under construction. At the present time traffic from mid-Florida should approach Daytona Beach by way of New Smyrna Beach.

A certain amount of war activity is centered at Daytona Beach. The government is spending \$5,000,000 on improvements to the city airport to make it into an operational-training navy air base. The eastern end of the new DeLand-Daytona Beach highway goes by the northern boundary of this airport development. This location section of the new road has just been opened.

The Daytona Beach Boatworks is constructing sub-

**Florida Highways asked Mr. Hunter for this story on Daytona Beach because that beach has been most talked about throughout the State in regard to what has happened due to the war. Most everything has been said about Daytona Beach and almost everything that has been said has been untrue. Here are the facts.**

**These facts applying to Daytona Beach apply also to almost every beach in the State. They are still delightful places to spend a Summer vacation if you can get there. And will be delightful places to spend Labor Day—usually termed the end of the Summer season in Florida, although there is no reason why persons should not enjoy the beaches through September and October, as well as in other months when the weather is too warm for comfort at home.**

**It is almost impossible to save enough gasoline from an A card to make a trip to the mountains but one can save enough to visit one of Florida's beaches—no point in Florida is more than 80 miles from salt water.**

chasers for the navy. It has completed five of these craft; has a sixth on the ways, and a new contract for seven more.

The visitor to Daytona Beach should not expect to see no changes because of the war. With that in mind, here are the conditions to be expected:

1. Boardwalk and beach activities are limited to daylight hours, and are unrestricted during those hours.

2. Bathing or other civilian use of the beach is not permitted at night.

3. A city-operated bus system gives easy and cheap access to all sections of the city.

4. Automobiles are required to drive with parking lights throughout the city to conform with dim-out rules.

5. Night spots are open and in gay tempo with their customary inside lighting.

6. There is no oil on the beach. The sand and surf is as clean as ever.

7. Under new rules to be established soon by the coast guard, persons crossing the bridges at Daytona Beach will have to show coast guard identification cards which can be obtained upon application.

8. Living accommodations are easy to find this year and are lower in cost than ever before because of the reduced travel.

9. Bus lines and trains are not unduly crowded in this area, making it easy to reach Daytona Beach without using automobiles.

10. Persons who come in automobiles will find that the compact nature of Daytona Beach, located right on the ocean, permits saving of mileage.





# FLORIDA FOURTH ESTATE

## Removal of a Sheriff

(Sheriff Clark, Broward County, was removed by Governor Holland on charges that he failed to stop gambling. Newspaper comment throughout the State apparently approved the measure, despite the personal popularity of the official in his county and complimented the governor for his courage.)

\* \* \*

"Governor Holland gives notice, with an air of finality, to sheriffs and officials of Florida that he is tired of argument and excuses; that he demands results in law enforcement," says the *Miami Herald*.

"That gambling has been no secret for years. Broward was known as an open sesame for gamblers, even in those spaced intervals when the Dade spots were dark and dull. Then the crowds would motor northward over the line and enjoy the dens of easy come and go.

"Occasional pretenses were made about closing but little came of these. Just as Governor Holland discovered, and as usually occurs where gambling flourishes, certain interests were favored, and these reflected back on Tallahassee. It would be whispered that the governor had permitted these chosen places to operate.

"The patience of Governor Holland has been exhausted. Nobody will say he acted hastily. Broward County will have a new sheriff, ordered to enforce laws, including gambling. It is an encouraging expression of executive courage and strength. It bodes ill for indifferent law enforcers."

\* \* \*

"Now that Governor Holland has removed the sheriff of Broward County for his failure to stop gambling in that part of Florida, it is possible that the gambler will seek 'greener fields and pastures new' and may cast longing eyes at Key West as a possible lucrative field of operations," says the *Key West Citizen*. "This possibility should be nipped in the bud before it is in full bloom—we have enough home-grown gamblers without importing them."

\* \* \*

"The action of Governor Holland in suspending Sheriff Clark of Broward County because Clark had not stopped gambling as ordered by the governor, is a warning to every sheriff in Florida," says the *Delray Beach News*. "It is a warning to them that when citizens are not satisfied with local conditions and when the local officers refuse to clean up flagrant violations of the law, the citizens have redress in a governor who has the courage and integrity to take suitable action.

"The people of Broward County are making valiant efforts to entertain service men and to attract them to the county. Ft. Lauderdale is making a special appeal to the soldiers from Palm Beach County and its

people are apparently determined to eliminate the degrading influence of the professional gambler. Unfortunately, they had to appeal to the governor to get action.

"Punishment of one child in a room of school children will cause a chastening of the entire group. It will be equally true throughout Florida. Much thought, if not mental anguish, will be the order of the day in sheriffs' offices throughout the State. Many will have clean slates regarding gambling and nothing to worry about. Some few will take the Broward County suspension as a warning."

\* \* \*

"At long last a governor of Florida, his patience exhausted, has removed the sheriff of an east coast county because he wouldn't enforce the laws against gambling," says the *Ocala Star*. "It's now up to the people of Broward County to make the removal stick, when the case comes before the senate in 1943, if they want to say to the world that they are not in favor of wide open gambling."

\* \* \*

"In this appointment," says the *Ft. Lauderdale News* prior to the naming of a successor to Clark, "Governor Holland can only gain in stature by refusing any and all political considerations which would call for the selection of any other but the best man. Any other course of action would constitute betrayal of Broward County."

\* \* \*

"Probably no appointment in Florida's history was more surprising nor more pleasing to the people than naming Eddie Lee sheriff of Broward County," says the *Hollywood Sun-Tattler*. "In his selection the governor disavows all political purposes in the change and places a young man in office who seems ideally suited to the task in hand.

"Lee is clean as a hound's tooth. He's big and friendly and the kind of fellow we like to think of as a typical American . . . He's easy going and will give everyone the benefit of the doubt, in our opinion. But if any group gets the idea it can put anything over on him and force him to take it, we believe they'll be in for a surprise . . .

"A considerable portion of the county's citizenry has felt in the past that gambling was necessary for the welfare of this section as a tourist resort and openly urged its continuance. In the present situation, however, many of these supporters in normal times now feel that gambling has no place in the economic picture. Whether it will come back when the war is over is a question. The main thing is to get the war over first."

\* \* \*

"The governor has lost his patience with sheriffs who have failed to heed his advice to stop gambling in Florida," says the *Ocala Messenger*.

"How serious does gambling have to be before it reaches a point where the governor will act?" asks the *Orlando Reporter-Star*, which places the blame on patronage of the gambling games. "There are very few counties in the State where there is no gambling. In the larger counties, especially in the resort sections, it has become a profession and the 'tough' boys from the North have moved in and operate a la New York or Chicago style with a killing now and then when an opposing gangster becomes too ambitious."

\* \* \*

"Governor Holland reverting back to boyhood days and baseball, told the sheriff of Broward County: 'Three strikes and you are out'—and the governor knows how to call a 'bluff' as well as an 'out,'" says the *DeFuniak Springs Breeze*.

\* \* \*

"Someone has said that it isn't healthy to steal during the Holland administration, or to be lax in official duties," says the *Lake County Citizen*.

## Call For Economy

(Florida Times-Union)

Members of Governor Holland's cabinet, who head up the various branches of the State government, have set a commendable example by responding to his call for economy with cuts ranging up to 17.6 percent below the amounts appropriated by the legislature.

People of Florida would much prefer to see their governmental agencies operating with as few financial restrictions as possible, bearing in mind that it is always desirable to husband public funds with the same care exercised in private spending. But in times like these, when sources of income are drying up and no new ones are being found, there is no alternative to the necessity for the strictest economy.

Under these circumstances, the citizens are fortunate in having public officials who have the foresight and managerial ability to adapt themselves to the emergency conditions, and get the maximum of public service out of every dollar that is spent.

## Fine Job

(Plant City Courier)

The State cabinet is doing a fine job in slashing the State budget for the year, with departments and agencies falling in line with the State's economy plan. Goodness knows, with the war expense we are bearing, and still more to come for a long time yet, we need all economy we can get in municipal, county, State and National governments.

Many a man could hold a bigger job if he could only hold his tongue.—*Lakeland Ledger*.





Members of the Florida Highway Patrol have been taking part in the scrap rubber drive throughout the State. Here Commissioner Lindsey of the Miami district, and Director J. J. Gilliam of the Florida Department of Public Safety, are shown in front of a pile of 30,000 pounds of scrap rubber collected at the Hicks Service Station in Miami. The drive was sponsored by the State Road Department and the Florida Fresh Water Fish and Game Commission, in addition to the State Highway Patrol.

# Press Praises Florida Highway Patrol

By Emmett G. Sheppard

DEPARTMENT of Public Safety, of which the Florida Highway Patrol is a division, and the Florida regulatory traffic law have won the praise of the many newspapers of the State.

From the metropolitan dailies to the small country weeklies, editors have been generous in recognizing the activities of the officers and men of the patrol and the evident effect the law has had upon the motoring public. Their opinions sometimes are widely quoted by their contemporaries.

What has especially taken the fancy of newspapers of the State is the many evidences that the dollar driver's license is more than just a permit to operate a motor vehicle on the public roads. Services of patrolmen over and beyond their regular line of duty often have been mentioned by the press as examples that the fee for a driver's license is the motorist's investment for not only his protection but for the protection of all other citizens.

Typical of this opinion is a recent editorial in the *Lakeland Ledger*.

Citing a specific service rendered by a patrolman in south Florida, the *Ledger* said "The instances of aid given by Polk's patrolmen alone would make a long list."

The intrinsic value of the license was shown by the *Fort Lauderdale News* in commenting on the slaying of Patrolman L. P. Daniels, who stopped to render assistance to a motorist whose car was stalled on an east coast highway.

Said the *News*: "The men who charge you 50 cents or a dollar for risking their lives to protect your investment of \$500, \$1,000 or more in a car seem to be fellows who do not even allow the threat of death to stand in the way of discharging their duty."

The *Florida Times-Union* at Jacksonville and the *Palm Beach Post* at West Palm Beach commented on the license as an investment when the legislature increased the fee from fifty cents to a dollar.

"It is apparent," declared the *Times-Union*, "that the motorists are making a good investment in spending a dollar for a driver's license which goes toward the support of the State Highway Patrol."

And the *Post* remarked that "not many drivers will object to paying an additional fee to support the enlarged road patrol so long as it continues to operate with its present effectiveness."

The *Plant City Courier* commented: "Based on our early observation, we're confident that the drivers who take the trouble to note the work being done by the State Highway Patrol will feel the extra fifty cents is one of the best investments they ever have been called on to make."

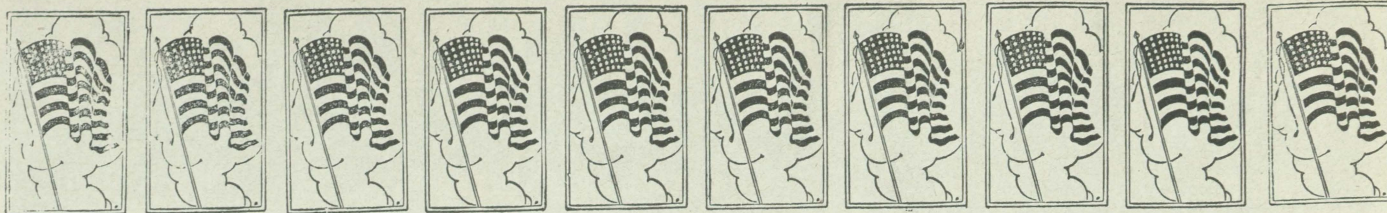
A similar attitude was expressed by the *Daytona Beach Sun-Record* when it said, "Well, while many have complained about the high cost of living, we have yet to hear one serious kick against the extra fifty cents for a motor-operating permit. That, it would seem, certainly is a sign that the public believes the Florida Highway Patrol is doing its job thoroughly and well."

Summing up, the *Lakeland Ledger* puts it this way: "The money you pay for a driver's license is used to promote safety on Florida highways. In other words, it is used to protect you."

More recently newspapers of the State have devoted much space to the highway patrol's part in the war, which in many instances has doubled the work of department members in communities where there are camps and bases of the armed forces and in heavily populated industrial areas requiring sharp vigilance against possible sabotage.

The *Herald* at Miami car- (Continued on page 18)





# State Road Department Roll of Honor

**F**OLLOWING is a list of men who have left the State Road Department of Florida for service in the Army and Navy of the United States. The list includes only those who have been officially certified by the department and does not include those who might have joined the services but did not forward their necessary certificates. It also does not include any of the employees who worked on an hourly basis.

## GENERAL OFFICE

<i>Name and Position</i>	<i>Service</i>
R. Edgar Beauchamp, Clerk	Army

## PLANS AND SURVEYS

Edgar S. Anderson, Draftsman	Army
Charles A. Doll, Draftsman	Army
Alexander Scott Reynolds, Drainage Engineer	Army
Clyde Thompson, Draftsman	Army

## RESEARCH AND RECORDS

Clyde W. Campbell, Clerk	Army
L. K. Cannon, Jr., Asst. Traffic Engineer	Army
Hugh E. Williams, Jr., Party Chief	Army

## RIGHT-OF-WAY

B. H. Ervin, Draftsman	Army
R. C. Woolwine, File Clerk	Army

## TESTING DIVISION

H. E. Alexander, Laboratory Asst.	Army
A. H. Davis, Laboratory Asst.	Army
Samuel A. Eggers, Jr., Asst. Chemist	Army
Holmes W. Melton, Student Helper	Navy
Frank F. Rathbun, Clerk	Army
Benjamin F. Ridenour, Office Assistant	Army

## FIRST DIVISION

M. B. Allen, Project Engineer	Army
Earl Lamar Batton, Rodman	Army
Herman Bennett, Rodman	Army
R. J. Burright, Rodman	Army
William A. Clark, Rodman	Army
Farris H. Davis, Inspector	Army
Manuel Duran, Rodman	Army
Joe E. Edwards, Jr., Rodman	Army
H. M. Johnson, Project Engineer	Army
Richard Leffers, Draftsman	Army
Henry E. Lewis, Project Engineer	Army
R. W. Logan, Inspector	Army
William A. Loudermilk, Rodman	Army
Richard E. McGaughey, Draftsman	Canadian Air Force
Jimmy Parramore, Draftsman	Army
George Howell Fender, Lineman	Army
William E. Powell, Rodman	Army
Alton Rivenbark, Rodman	Navy
J. E. Robinson, Jr., Rodman	Navy
Edward L. Smith, Draftsman	Army
John Trice, Rodman	Army
Dan F. Turnbull, Rodman	Navy

## SECOND DIVISION

<i>Name and Position</i>	<i>Service</i>
Ovid Green, Guard	Navy
O. R. Harmon, Truck Driver	Army
John A. Lanehart, Draftsman	Army
Robert Longworth, Rodman	Army
James R. McColskey, Inspector	Army
Paul L. Miller, Rodman	Navy
Lewis O. Myers, Jr., Rodman	Army
L. L. Parrish, Yardman	Army
Homer D. Purvis, Rodman	Army
Aubrey Rogers, Truck Driver	Army
Joe Corbett Vickers, Inspector	Army
John Earl Wade, Truck Driver	Army
Bennett R. Wattles, Levelman	Army
John D. Williams, Jr., Asst. Project Engineer	Army

## THIRD DIVISION

Scott Barrow, Laborer	Army
Martin Brunson, Draftsman	Army
John F. Coon, Truck Driver	Army
George Fowler, Asst. Foreman	Navy
E. L. Godwin, Inspector	Army
Joseph Victor Herold, Rodman	Army
W. W. Lewis, Rodman	Army
Willard Norris, Inspector	Army
Charles F. Scruggs, Maintenance Engineer	Army
J. W. Stagner, Rodman	Navy
M. B. Winn, Levelman	Army
William R. Wooten, Rodman	Army

## FOURTH DIVISION

Vernon L. Bales, Rodman	Army
J. C. Pound, Yardman	Army
D. H. Williams, Guard	Army
Edward E. Worth, Truck Driver	Army

## FIFTH DIVISION

J. Leslie Bennett, Rodman	Army
Z. Warren Brantley, Project Engineer	Army
Dale B. Brown, Rodman	Army
Harry O. Cole, Jr., Maintenance Clerk	Army
John S. Consigny, Inspector	Army
John E. Cox, Jr., Levelman	Army
John E. Fox, Jr., Levelman	Army
L. E. Gupton, Rodman	Army
R. V. Hasty, Rodman	Army
Wallace W. Hopper, Jr., Stock Clerk	Army
Thomas Maston Kilgore, Jr., Inspector	Navy
Jack J. McCallum, Instrumentman	Army
Robert H. Millican, Truck Driver	Army
J. A. Riviere, Div. Location Engineer	Navy
D. J. Westbrook, Rodman	Army



# Take Your Time, You'll Live Longer

TEN PERSONS might be alive today if they had heeded the slogan of the Florida Department of Public Safety—"Take Your Time, You'll Live Longer." That was the total of dead in 118 accidents during June in which drivers exceeded the speed limits or were driving too fast for conditions.

During the month 40 persons were killed in 276 traffic accidents in the State although the number of accidents reported, according to Director J. J. Gilliam, may not be the correct total due to the fact that motorists and city and county officials are not obeying the Florida regulatory traffic law which requires that crashes be reported. Cooperation of all citizens and officers is continually sought by the department.

The typical traffic accident in June was between two motor vehicles, according to the summary of the report compiled by the Florida Highway Patrol. It happened on Sunday, between 5 and 6 p. m., and, as stated above, was because of excessive speed.

Under the heading of "What They Hit?" the report shows that 148 hit another motor vehicle, 75 ran off the road, 13 hit pedestrians, eight railroad trains, eight overturned on the road, seven hit animals, six hit fixed objects, five hit bicycles, one hit an animal-drawn vehicle and five were in other non-collision crashes.

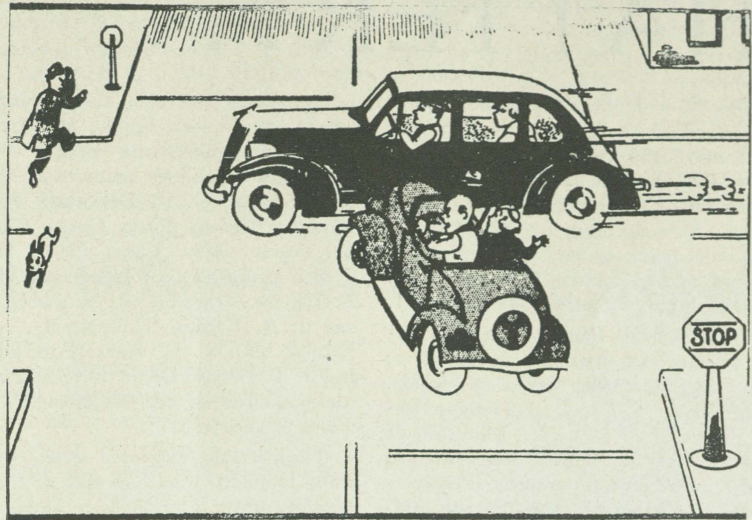
After Sunday, when 53 of the June crashes occurred, Monday was the most dangerous travel day with 48 crashes. Tuesday followed with 43, Saturday with 38, Thursday with 37, Wednesday with 31, and Friday with 26, thus disproving the old proverb that Friday is a bad day to start a journey.

Thirty-nine of the June accidents were caused when drivers violated the right-of-way and 37 of them were the result of being on the wrong side of the road, 22 drivers followed too closely, 18 disregarded stop signs or signals, 13 disregarded warning signs, 13 were driving recklessly, 10 failed to signal or gave improper signal, eight were in improper parking locations, six cut in after passing, six had improper lights, seven made improper turns, four made improper passes, two passed on hills or curves, one disregarded stop-and-go signals, one made an improper start from a parked position.

As to condition of vehicles involved in June accidents, 19, or 46 percent, had defective brakes, six had punctures or blow-outs, five had worn smooth tires, three had defective headlights and two had defective steering gear.

Eighteen percent of the drivers in accidents had been drinking while nine percent were intoxicated. Eight percent were asleep, two percent were blinded by lights, one percent by the sun, one percent were fatigued and another one percent were handicapped by other conditions.

Dade County again led the list in the number of accident reported with Hillsborough next and Orange, Palm Beach, Duval, Lee and Polk following in order. Thirty-four U. S. service men were involved in 38



## Do Not Take the Right-of-Way too Confidently

Many accidents are caused by the fact that some motorists are too confident of the right-of-way. The report of the Department of Public Safety herewith shows that 39 accidents, one of them fatal, were caused in June due to right-of-way disputes. The right-of-way rules simply decide who shall go first. Having the right-of-way, however, does not mean that you may be heedless. The safest thing to do is to watch the cars and people on the road so closely and drive so well that they cannot hit you even if they fail to see you.

reported accidents in which four of them were killed along with one civilian.

During June 218 drivers licenses were revoked or suspended while 65 were returned by the Florida Parole Commission with restrictions placed upon each license. Dade led in the number of revocations and suspensions with 36 and five. Hillsborough was next with 22 and none, Polk with 17 and one, Pinellas with 11 and four and Orange with 11 and one.

## NEW REDUCTIONS ARE MADE IN HOLLAND WAR ECONOMY PROGRAM

Governor Holland's war economy program made further progress during the month with new reductions announced in various departments of the State government's activities.

Among new reductions under appropriations approved by the State cabinet are the following:

	Percent
Florida Welfare Commission	13.0
Agricultural Experiment Station	9.0
State Parole Commission	4.5
Industrial School for Boys	9.9
University of Florida	10.0
Everglades Fire Patrol	50.0
Dade Memorial Park	53.0
State Board of Control	3.1
Radio Station WRUF	25.0
Florida State College for Women	6.5
State School for Blind, Deaf	11.0
Florida A. & M. College	10.2
Soil Conservation Board	21.5
Confederate Pensions Fund	14.0

Governor's Mansion Fund	10.0
State Library Board	27.5
Budget Commission	13.3
State Auditor	5.6
State Planning Board	6.1
State Labor Inspector	5.2
Florida Farm Colony	10.0
State Forest and Park Service	10.0
Crippled Children's Commission	10.0
Livestock Sanitary Board	10.0
Florida State Hospital	22.0

These reductions are in addition to those previously announced including the governor's office, State Highway Patrol, Industrial Commission, Tag Department, Beverage Department, Hotel Commission, State Racing Commission, State Game Commission, Conservation Department and others.

## BLIND PERSONS WILL BE GIVEN TREATMENT

Surgical treatment for more than 100 blind persons now on the pension lists of the State Welfare Fund will start soon, according to recent announcement by R. H. P. Johnson, Tampa, executive director of the Florida Council for the Blind. The treatments will be handled by three eye specialists named by the State Medical Association.

Keith Phillips, Miami, has been elected chairman of the council to succeed D. R. (Billy) Matthews, Gainesville, who resigned to enter the Army. Other new officers are Calvin Todd, Pensacola, vice chairman, and E. B. Brant, St. Petersburg, secretary. Other members of the council are E. J. Gardiner, Daytona Beach and Russell Frink, Jacksonville.



# CAPITAL CHATTER . . .

FLORIDA State College for Women will stagger registration dates for the Fall term to keep some 2,000 students from attempting to travel to Tallahassee at the same time. Freshmen will arrive September 14 and 15 and register on the 16th and 17th; upperclassmen will arrive between September 16 and 18 and register on the 18th and 19th. Classes will begin Monday, September 21.

R. E. MacDonald, Palatka, has been appointed veterans' employment representative for the U. S. employment service in Florida, succeeding Charles S. Casey who resigned because of ill health . . . Physical condition of prisoners arriving at Raiford has "declined amazingly" for several months, Superintendent L. F. Chapman reports to the cabinet. He said most of them had already been rejected by the armed forces as worthless. . .

State Planning Board's analysis of U. S. census data shows that Monroe County, with most of its population centered in Key West, has the greatest percentage of urban population . . . Union County's population is 63 percent males, 37 percent females, while the State ratio is 49.7 percent males, 50.3 percent females . . . Holmes County is 95 percent white population, Jefferson County 66.5 percent colored . . . Pinellas County is most densely populated with 347.9 persons per square mile, Collier County has but 2.5 persons per square mile . . .

Farmers should insist on seeing a person's State dealers license before selling produce except for cash, warns Commissioner of Agriculture Nathan Mayo. Licensed dealers post bond to cover losses to farmers . . . Tax Collector Hayes Wood, Dade, has been granted a leave of absence by Governor Holland so that he can serve in the U. S. Navy. Arthur J. Gucker, chief deputy, has been named acting collector . . .

P. J. Gustat, director of music in Sebring schools, and Otto J. Kraushaar, director of music in Lake Wales, are full professors in the bandmasters' school, opening July 27 at the State College for Women . . . William C. Brooker, Tampa, has been appointed attorney for the State Racing Commission . . . War damage insurance has been taken out on the most valuable and vulnerable of Florida county armories on recommendation of Adj. Gen. Vivian Collins . . . Old-age pension checks for the month were delayed a day because of power failure in the comptroller's office . . .

Capital friends are congratulating Dan McCarty, speaker of the 1941 house, on his promotion from first lieutenant to captain in the U. S. Army. He is now stationed at Fort Sill, Okla. . . Defense office has been advised that a 1929 Packard sedan, complete with six tires, has been contributed to the scrap-metal campaign by Mrs. Nickolas Lerios, Tarpon Springs . . . Mrs. Bertha Elliott, Jacksonville, has been appointed the public's representative on the Florida Milk Commission. . .

Eight men and two women were admitted to the Florida bar by the State Board of Law Examiners this month. They include Miss Caroline Adams and Oscar Cuesta, Tampa, W. R. DeCostas, Miami, Edward Lee Gerson, Punta Gorda, Curtis Wesley Gaddy, Mrs. Lorna Helen Hyde and Claude L. Smith, Jr., Jacksonville, Raymond A. Hepner, Pensacola, R. S. Swing, Orlando and J. A. Vardon, Hollywood . . . H. M. Forman and W. H. Aires, Fort Lauderdale, and J. T. Parker, Dania, have been appointed commissioners of the Napoleon P. Broward drainage district . . .

Ralph Davis, executive secretary to Governor Holland, was a speaker at the summer meeting of the Florida State Hotel Commission held this month in St. Petersburg. It was the 23d anniversary of the commission.

E. W. Scarborough, director of the beverage department, reports a 30 percent increase in revenue receipts in July over the same month last year—\$475,013 against \$365,318 . . . Purple martins, making their annual visit to Tallahassee, were ousted by streams of water directed by the fire department after a three-nights' bombardment . . . H. J. Malsberger, State forester, has made a special appeal to landowners for care and maintenance of forest fire-fighting equipment. He says forest fires may be used by fifth columnists to guide aerial attackers to strategic points . . .

Declaring that the primary duty of the State Hotel Commission is the protection of the public health, Commissioner Hunter Johnson announces that approximately 1,000 of 11,000 eating places in the State have been closed pending repairs this Summer . . . He says that he is receiving splendid cooperation from the State Board of Health . . . Commissioner of Agriculture Nathan Mayo has announced that used bottle caps, when cork liners have been replaced, are satisfactory for use in beer and soft drink bottles but that the processes for sterilizing second-hand crowns, without replacing the cork filler, is unsatisfactory . . .

Five hundred and eight parolees and probationers under direct supervision of the State Parole Commission have earned \$74,264 and saved \$10,546 of it since their release . . . Chairman Francis R. Bridges, Jr., says that the parolees have 490 dependents, which means that 490 persons who would have been dependent on public or private charity are now being maintained by the former prisoners . . . Thirteen of the parolees are in the Army . . . If your automobile has lost its "pick-up," blame it on to the low octane rating of the gasoline, says Commissioner Mayo . . . The best gasoline is going to the government and being used in planes now slapping the Japs . . .

Dr. Henry Hanson, State health officer, has been appointed as representative of the State Board of Health on the State milk commission to replace Fred Safay, Jackson-

ville, who has entered military service . . . Thomas Saleeba, Jacksonville, has been appointed to the dry cleaning board succeeding George Pasteur, Jacksonville, to represent the laundry industry . . . Lewis Scoggins, director of State Parks has made an appeal for Civil War cannon which may be turned into scrap piles . . . He wants them for use in State Parks and believes they would be as valuable as historical objects as for scrap.

Appointments of Governor Holland during the month include: Frances Chairamonte, Tampa, acting member of Hillsborough County school board during military service of her brother, Al Chairamonte . . . Mrs. Claude Smith, Green Cove Springs, was named acting Clay County tax assessor until her husband returns from the Army . . .

Walter G. Earnest, Miami Shores, was named acting member of the Dade County budget commission during the term of Frank O. Pruitt's service . . . Ralph Wilkins, Coral Gables, was appointed to the Dade budget commission to succeed Beverly Peacock, whose term expired . . . W. B. Ballard, Altamonte Springs, was appointed to the Seminole County school board to succeed Benjamin F. Harris, who died recently.

## FLORIDA IS FIFTH IN CUTTING DEATHS

Florida's 28 percent reduction in automobile traffic fatalities in the first five months of 1942 made the State rank fifth among all States of the Nation in records of the National Safety Council, according to announcement of Director J. J. Gilliam of the State Highway Patrol.

The total killed in the five months was 242 compared to 338 for the same period of last year.

During June Florida highway patrolmen traveled 26,523 miles in special duty, such as escorting military convoys and assisting in Federal law enforcement at the request of Federal officials.

## SPEEDERS MAY NOT OBTAIN NEW TIRES

Cooperating with the Office of Price Administration, the State Highway Patrol this month began checking of war-regulated speeds of trucks on Florida highways.

Speeding more than 35 miles an hour will not bring a small fine but a report to W. C. Sherman, price administrator, and the company operating speeding trucks will find it difficult to obtain new tires when the time comes.

Reports of speeding will be made to local rationing boards and proper action will be taken, Director J. J. Gilliam stated.

## DRIVERS' LICENSES ON SALE AUGUST 15

State drivers' licenses for 1943 will go on sale between August 15 and 20, according to announcement by J. J. Gilliam, director of the Department of Public Safety. Drivers must present their 1942 license cards if they wish to obtain new licenses without examination. All drivers must have new licenses by October 1, Gilliam said, as there will be no extension of time.



# Priorities Here For Duration

By J. H. Dowling  
State Highway Engineer

PRIORITIES are here for the duration. For the past eight months they have gotten tighter and tighter all the time. Every business is just about controlled by these regulations. It is anticipated that they will steadily make the functioning of "ordinary" business more difficult. This is not the time of ordinary business.

The War Production Board has now settled down to being strict and hardboiled, regardless of who it hurts, provided the one all-out purpose of winning this war quickly is served. If you can prove your case indispensable to the war effort you can be sure of a proper priority. If you are trying to get a priority by attempting to make a weak case appear strong you can expect to be turned down. The work indispensable is important. You have got to have factual proof of this to make your case stand up.

Cities and counties of Florida, and the State Road Department are in the same category as corporate business in this matter of priorities. One of the prime activities of cities and counties, and the road department's sole one, is street and highway work. If our projects are indispensable to the war effort we can get the proper priority. There is no use applying for a priority when such is not the case. Many projects are desirable and may have an indirect bearing on the war effort but they are not indispensable.

There is no more occasion to pave the streets of a defense housing project than there is for the other streets that may have a bearing on the war effort equally as great. There is no occasion to apply for a priority for constructing a road, street or bridge that you had planned to build in the ordinary course of events. Now that a great emergency is on, can you prove that it is indispensable? If you cannot you are asked by your government to postpone it. Those same materials and equipment can serve this country best elsewhere.

Often it is not the material itself that matters but such other critical factors as transportation. It is not believed that bituminous materials, so widely used in all roadwork in Florida, are in themselves critical. It is the matter of ocean tanker and railroad tank car availability that controls this issue. This transportation space is needed for direct war effort. Therefore, by foregoing the use of bituminous materials on all but work of utmost emergency, space is provided for transportation of requirements of the Army, Navy, war plants, and the heating of homes next winter.

The War Production Board has designated the State Road Department as a clearing house for all county and city applications for priorities relating to road matters, whether for a project preference rating covering all materials or for the release of bituminous materials only. From the road department such applications are forwarded and processed through the Public Roads Administration in the same manner as those of the road depart-

ment itself. The ultimate decision on all priority applications is in the hands of the War Production Board.

A number of counties as well as cities do not have an engineer. Our division office will assist them in preparing their application as to the right grade of bituminous material as well as the actual quantity needed. Our division engineer will submit with the application his recommendations as to wheth-

## State Officers' Leaves Approved

CLEARING the docket of all but six cases that have matured on the final point of consideration, the Florida supreme court began its Summer recess the first of the month to reconvene on September 8. During the recess at least one justice will be on duty to handle emergency matters.

Elaborating a previous advisory opinion to Governor Holland, the court declared that absence on military duty is not in itself ground for suspension from office and that a 1941 law providing for military leaves protects public officials in their tenure of office. The court took cognizance of constitutional provisions which make it possible for the governor to see that competent substitutes are designated for officers absent on military duty.

The court upheld a 1941 law requiring that attacks upon tax assessments be made within 30 days after they become final. By terms of the law property owners who wait past the 30-day limit will not be allowed to come into courts and contend that assessments are excessive. The constitutionality of the law was attacked by Clarence A. Rudisill, Tampa.

Trial court judges have no authority to place on probation any person who has been convicted of an offense punishable by life imprisonment even if the sentence is lighter than the maximum, according to ruling of the court. The opinion was given in response to questions by Circuit Judge Paul D. Barns, Miami. The 1941 parole and probation act gives trial judges authority to grant probation to men convicted before them "except for an offense punishable by death or life imprisonment." The Miami case involved two men convicted of murder in the second degree.

Married women of Florida must keep contracts, according to a July ruling of the court which held that the ancient common-law rule that commercial contracts may not be held against a married woman is a "hang-over" from the time when a wife was expected to thrill over child-bearing and the kitchen. The court pointed out that its ruling affects only the material right as it relates to property and contracts for business and profit purposes.

The court has reversed itself and affirmed

er or not this bituminous material is essential to National defense. "Essential" has been defined as indispensable to the war effort.

Upon reaching the Tallahassee office the department will pass it on to the Public Roads Administration State's representative, Mr. R. B. Smith with its recommendation.

The city or county will be notified by the PRA whether or not the application has been approved.

Forms may be had from the department's division offices at Bartow, Lake City, Chipley, Ft. Lauderdale and DeLand.

the Dade County circuit court in a divorce case appealed by Erma DeBowes against Ray O. DeBowes. The new order grants a divorce to DeBowes. Justice Adams, who originally voted for reversal changed his vote on reconsideration.

The court affirmed suspension of two Miami women for unprofessional conduct but reduced the suspension period from five to two years.

The court last month declared void the marriage of Hanna Ford Savage, 64, and Charles B. Savage, 46, which ended after two months with the death of the wife in an automobile accident. It held that she was mentally incapable of rational judgment. Savage, later held responsible for the death, lost property valued at \$75,000.

The court early this month declined to stop a suit by Attorney General Tom Watson seeking to invalidate closed shop contracts between the Tampa Shipbuilding Company and 19 labor unions affiliated with the American Federation of Labor. The suit is pending before Circuit Judge L. L. Parks, Tampa. The court had been asked by the labor unions to stop the suit because they were not parties to it and that they would have no opportunity to defend their rights unless they were heard in court. . . . Watson contends that the suit concerns what he describes as an invalid contract by the company because of its charter from the State does not authorize it to make closed shop labor contracts.

Test of the liquor curfew in Florida counties is made possible by the court's issuance of a writ of habeas corpus releasing a Dade County liquor dealer following his arrest for selling liquor after hours prescribed by military order. His attorneys contended that he was trading within hours prescribed by State law.

Application of Marion E. Sibley, Miami attorney, for resignation from the Florida bar was denied by the court because he failed to show that no action is pending against him by which he might be disbarred. The Dade circuit court in a report filed with the court said it had found Sibley had appropriated funds belonging to a client.



## PRESS PRAISES FLORIDA HIGHWAY PATROL

(Continued from page 13)

ried a long feature with illustrations about the FHP's rubber-salvage program in the southern division where more than 30,000 pounds of the now precious scrap was collected. A total of 49,000 pounds was collected over the State. The *Winter Park Herald* gave much credit to State officers for assisting the Federal Bureau of Investigation in rounding up a number of enemy aliens in that area last month.

That highway patrolmen were helping Uncle Sam in tracking down a couple of army deserters in west Florida early this year was headline news to the *Pensacola News-Journal*.

Many others of the State's papers have told of the patrolmen's activities in black-outs and other war emergencies. The manner in which editors "play" the stories indicate the recognition given the patrol as the principal State agency which is called on to see to it that the defense of the peninsula State is properly carried out.

Before Pearl Harbor, the FHP was often mentioned as leading convoys of troops and supplies along the public roads. Since the Japanese attack, however, voluntary censorship has prevented newspapers from telling all of the patrol's responsibility in safeguarding the transportation facilities of Uncle Sam's armed forces.

Not all the editorials are confined to complimenting the patrolmen for their extraordinary services. Often, editors are impressed by the routine duty in preventing traffic accidents.

The *Ocala Banner*, for example, said recently that the Florida Highway Patrol "x x x has done a fine job, and the number of fatalities in this county in declining last year from previous years reflected, we believe, the work of these men."

The *Hollywood Tattler* praised the department as undoubtedly being "the most popular part of the State government," and the *Mulberry Press* declared that "the uniformed fellows we have met are pretty swell guys if the autoist shows a disposition to be fair with them."

"Testimonials without number," said the *Hollywood Sun*, "have been received from northern motorists who toured Florida and wrote back to thank the highway department for some special service a patrol gave."

The *Wauchula Advocate* spoke of the patrolmen as "a fine group of men," and "of a very high type."

A deluge of complimentary editorials appeared shortly after the legislature approved expansion of the highway patrol.

Typical of these is one which came out in the *Tampa Tribune*, in pointing out that with cooperation from the public "there is no doubt the patrol can do a better job in hurling back death's attack on our highways."

About the same time, the *Plant City Enterprise* sounded a note of thanks in commenting "our folks feel much indebted to the State officers for coming here and breaking up the speeding." The editor of the *Enterprise* added that the residents of Plant City were "cooperating x x x in every possible way."

The establishment and growth of the high-

way patrol was seen by the *DeLand Sun-News* as "the biggest forward stride in Florida law enforcement during the past decade."

The *Florida Times-Union* observed that patrolmen are "doing good work in the matter of traffic control—considering their number and the size of their problem."

A few months ago, *The Tampa Daily Times* found "patrol officers are apparently doing a good job," and the *Orlando Sentinel* declared "we have no complaint with the record of the patrol."

On one occasion the *Miami-Herald* told its readers that "all Florida ought to be proud of the appearance, the courtesy and efficiency of the Florida State Highway Patrol."

Florida's traffic regulatory law, with which the Department of Public Safety is directly charged with enforcing, has come in for much laudatory comment from the State's press. Not the least of these is the *Sanford Herald's* suggestion that it "would be worthwhile for every motorist to learn by heart the State's traffic law."

On that part of the law requiring revocation of the driver's license for driving while intoxicated, *The Tampa Daily Times* declares it "absolutely sound" while the *Brooksville Journal* thought the law's attitude to speed is "liberal."

"If the patrol accomplishes nothing else," *The Bradenton Herald* said, "it will be saving lives by trapping the alcoholic who decides he is able to drive while drunk."

A few weeks ago, it was announced by the department leaders that patrolmen called into the armed services would not be replaced. The announcement brought forth a good many editorials praising the department for the decision.

"It might be necessary to reduce that number a bit more," *The Ocala Banner* said, "but the State patrol leaders have wisely recognized the trend and reduced the force substantially, while finding new duties."

*The Tampa Daily Times* described it as a "wise course," adding that the State traffic officers have "been doing some good work." *The Tribune* of Tampa said it was a "wise and economical move."

Occasionally, the work of an individual patrolman is mentioned in complimentary editorials. The expressions often tend to show that whatever job the State traffic officer is called on to do, he takes it all in good stride as part of his routine activity.

An example of this is shown by widely quoted paragraphs in a recent issue of the *Lakeland Ledger* telling of a patrolman stationed in Fort Myers called on to rush a child to a Tampa hospital where a penny was removed from her throat. The *Fort Myers News-Press* and the *Associated Press*, incidentally, quoted the child's mother as giving credit to the patrolman for saving the young one's life.

A passenger on a train wrecked near Floral City immediately contacted a patrolman and requested that he inform her husband by telephone of her safety, and, according to the *Arcadia Arcadian*, he lost no time in doing so, even though it was late at night.

When a patrolman was transferred from Gadsden County to another point recently, the *Gadsden County Times* was loud in praise of him and told of the efforts of

many citizens of Quincy in trying to keep him there.

The *Everglades News* spoke highly of two patrolmen stationed in that area, the editor declaring they were "firm with their instructions to motorists" and at the same time "courteous and helpful."

As has been pointed out, it is not always necessary to seek the editorial page of a newspaper to learn the attitude of those who formulated its policies. Occasionally, it is seen in the special feature stories devoted to a certain movement.

This was especially true last year, when, for the first time in the history of Florida highway travel, many of the State's resident drivers were required to take driving examinations. Editors of several papers assigned crack reporters to cover the examining of a driver. In some instances, a full page was devoted to the feature.

Among the papers running illustrated articles on the examinations were the *Tampa Tribune*, the *Pensacola News-Journal*, the *Lakeland Ledger* and the *Fort Myers News-Press*.

A number of the dailies and weeklies carried condensed forms of the regulatory law and excerpts from the driver's license manual distributed by the department to the general public.

Records of the highway patrol office in Tallahassee are replete with the routine traffic investigation activity of force but it remains for the press to tell the whole story of the work of the men.

Almost daily there is a story of a patrolman appearing before the civic bodies and in schools to lecture on traffic safety. This particular phase of FHP activity has won the praise of many newspapermen. A typical expression came from the *Washington County News* at Chipley where patrolmen conducted a safety course in the schools. The *News* said it was a "notable step toward promoting more careful driving."

Once in a while, newspapers carry a story in which a citizen of the community tells of the praiseworthy efforts of the patrol.

The *Jacksonville Journal* not long ago quoted an attorney, appearing before a woman's club, as saying that accidents in Florida have decreased in proportion to the increase in the State Highway Patrol personnel.

The Florida Highway Patrol also has received Nation-wide recognition among outstanding publications and the two major press services.

Last winter, a United Press "filler" informed tourists of other States they would find Florida highways safer due to new traffic regulations and the highway patrol.

While America was still at peace, a patrolman once delivered an address before a St. Augustine civic body. The *St. Augustine Record* quoted him as saying: "We have done everything from obtaining baby diapers to changing automobile tires for a woman in distress."

That patrolman did not realize, of course, that in a few short months his duties would so increase that obtaining baby diapers and changing tires would play a very minor role in his daily activity. If you don't believe it, just scan your favorite newspaper and you'll see where members of the FHP are fulfilling many jobs that are an integral part of the Nation's defense.



# MATERIALS

Work Order	County	Material	Contractor	Amount
0612	Lee	Cover Mat'l No. 11.....	Fla. Crushed Stone Co.....	\$ 590.58
		Cover Mat'l No. 15.....	Fla. Crushed Stone Co.....	293.36
0272	Duval	Semi-solid Asphalt.....	Pan-American Petrol. Corp.....	433.07
		Cover Mat'l No. 13.....	Birmingham Slag Corp. Approx...	6,504.03
		Cover Mat'l No. 18.....	Birmingham Slag Corp. Approx...	979.58
		Cover Mat'l No. 13.....	Woodstock Slag Corp.....	6,504.03
0254	Jefferson	Cutback Asphalt.....	Woodstock Slag Corp.....	979.58
		Cover Mat'l No. 12.....	Mexican Petrol. Corp.....	7,216.00
0255	Leon	Semi-solid Asphalt.....	Woodstock Slag Corp.....	1,640.10
		Cover Mat'l No. 12.....	Pan-American Petrol. Corp.....	545.90
0154	Jefferson	Semi-solid Asphalt.....	Birmingham Slag Co.....	1,801.80
		Cover Mat'l No. 12.....	Pan-American Petrol. Corp.....	605.30
0103	Collier	Semi-solid Asphalt.....	Woodstock Slag Corp.....	330.00
		Cover Mat'l No. 11.....	Pan-American Petrol. Corp.....	111.51
		Cover Mat'l No. 15.....	Fla. Crushed Stone Co.....	4,998.70
		Semi-solid Asphalt.....	Fla. Crushed Stone Co.....	2,501.28
		Ocala Lime Rock.....	Pan-American Petrol. Corp.....	3,672.99
		Semi-solid Asphalt.....	Central Quarries Co.....	13,183.80
0215	Pinellas	Cover Mat'l No. 11.....	Pan-American Petrol. Corp.....	3,670.80
		Cover Mat'l No. 15.....	Fla. Crushed Stone Co.....	4,998.70
		Cover Mat'l No. 11.....	Fla. Crushed Stone Co.....	2,501.28
		Cover Mat'l No. 15.....	Fla. Crushed Stone Co.....	539.00
		Cover Mat'l No. 13.....	Fla. Crushed Stone Co.....	269.50
		Cover Mat'l No. 18.....	Fla. Crushed Stone Co.....	4,620.00
		Cutback Asphalt.....	Fla. Crushed Stone Co.....	515.20
0106	Hardee	Semi-solid Asphalt.....	The Texas Co.....	2,774.88
0415	Pinellas	Cutback Asphalt.....	Pan-American Petrol. Corp.....	378.00
		Cover Mat'l No. 13.....	The Texas Co.....	3,375.60
		Cover Mat'l No. 18.....	Fla. Crushed Stone Co.....	5,005.00
0214	Pasco	Cutback Asphalt.....	Fla. Crushed Stone Co.....	611.80
		Cover Mat'l No. 11.....	The Texas Co.....	2,995.20
		Cover Mat'l No. 15.....	Fla. Crushed Stone Co.....	839.30
5071	Suwannee	Semi-solid Asphalt.....	Fla. Crushed Stone Co.....	423.50
		Cover Mat'l No. 11.....	Pan-American Petrol. Corp.....	598.91
		Cover Mat'l No. 15.....	Birmingham Slag Co.....	406.98
0226	Alachua	Semi-solid Asphalt.....	Birmingham Slag Co.....	205.20
5025	Dixie	Ocala Lime Rock.....	Pan-American Petrol. Corp.....	298.53
		Cutback Asphalt.....	Williston Shell Rock Co.....	4,374.00
		Cover Mat'l No. 13.....	Mexican Petrol. Corp.....	537.60
		Cover Mat'l No. 18.....	Woodstock Slag Corp.....	1,253.70
		Cutback Asphalt.....	Woodstock Slag Corp.....	191.04
		Ocala Lime Rock.....	Mexican Petrol. Corp.....	614.71
0130	Dixie	Ocala Lime Rock.....	Williston Shell Rock Co.....	342.50
		Cover Mat'l No. 12.....	Fla. Lime Rock Sales Corp.....	445.00
0326	Alachua	Semi-solid Asphalt.....	Birmingham Slag Co.....	855.70
		Cutback Asphalt.....	Pan-American Petrol. Corp.....	244.85
			Mexican Petrol. Corp.....	573.44

## SUPPLEMENTAL AGREEMENTS

On motion of Mr. Stockton, seconded by

Project	Road	County
SN-FA 3-D(1) 3067	FA1	Jackson
5524(1)	550	Clay
5134(2)	363	Duval

Mr. Townsend, supplemental agreements

on the following projects were approved in the amounts indicated:

Contractor	Amount
C. C. Moore Constr. Co.\$	10.29 Decrease
Marion Contr. Co.....	225.50 Increase
T. A. Loving & Co.	2,099.82 Increase (Est

## ROAD DEPARTMENT MINUTES

(Continued from page 3)

borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

### PASCO COUNTY—ROAD 15—PROJECT 795-C(5257) RIGHT OF WAY

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 15 in Pasco County located and surveyed and has designated the same as Project 795-C (5257) and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the

Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

### POLK COUNTY—ROAD 8-A—PROJECT 275-A—RIGHT OF WAY

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 8-A, in Polk County, located and surveyed and has designated the same as Project 275-A and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of

said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said

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project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**POLK COUNTY—ROAD 30—  
PROJECT 5536—RIGHT OF WAY**

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 30 in Polk County located and surveyed and has designated the same as Project 5536 and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**POLK COUNTY—ROAD 341—  
PROJECT 4519—RIGHT OF WAY**

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 341 in Polk County located and surveyed and has designated the same as Project 4519 and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**POLK COUNTY—ROAD 324—  
PROJECT 5728—RIGHT OF WAY**

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 324 in Polk County located and surveyed and has designated the same as Project 5728 and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

sary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**JACKSON COUNTY—ROAD 554—  
PROJECT 5692—RIGHT OF WAY**

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 554 in Jackson County located and surveyed and has designated the same as Project 5692 and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance, and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right

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of way contract with the County.

**WALTON COUNTY—ROAD 552  
PROJECT 5690—RIGHT OF WAY**

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 552 in Walton County located and surveyed and has designated the same as Project 5690 and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**AGREEMENTS WITH SAL RAILWAY  
FOR GRADE CROSSINGS**

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED that the form submitted by the attorney of this Department covering proposed agreements between this Department and the Seaboard Air Line Railway for grade crossings be and it is hereby approved for such use, the said form being in the words following, to wit:

THIS AGREEMENT, Made this — day of —, 194—, between Legh R. Powell, Jr., and Henry W. Anderson, as Receivers of Seaboard Air Line Railway Company, hereafter designated "Receivers"; and State Road Department of Florida, a body corporate under the laws of the State of Florida, hereinafter designated "Department"; WITNESSETH:

THAT WHEREAS, Department desires to construct a public highway known as State Road No. —, Project No. —, at grade over and across Receivers' right of way and property at —

NOW, THEREFORE, for and in consideration of the premises and the mutual advantages of uniform policy of reciprocity between the parties in the matter of highway-railway grade crossings, it is covenanted and agreed by and between them as follows:

1. Receivers hereby grant unto Department an easement to construct and maintain at grade said state road over and across said railway and the right of way thereof at the said location, the boundaries and extent of said crossing easement being shown on said print, or as herein described.

2. Department will construct and maintain the said state road over and across

said railway and the right of way thereof, at such times and in such manner as not to impede, interfere with, hinder or delay the passage of trains, engines and cars of Receivers; PROVIDED, that when said crossing is constructed by Department, Receivers shall have the right to have present their representative, who shall have the authority to require that the work performed by Department shall be accomplished so as not to damage the tracks, right of way or other property of said railway, or to impede, interfere with, hinder or delay the passage of trains, engines and cars of Receivers.

3. Department shall bear any and all expense of every character incident to the construction, reconstruction, repair, alteration or maintenance of said highway upon said right of way and property, no assessment, levy or expenditure to be made against or required of Receivers on account of any of the aforesaid matters, or on account of paving, drainage or other improvements in connection therewith. Department will furnish and install, at its expense and in a manner satisfactory to Receivers' Chief Engineer or his representative all such drainage facilities as may, in the opinion of said Chief Engineer, or his representative, be necessary at said crossing. Department will bear the expense of all alterations in poles and wire lines required by said Chief Engineer or his representative, to provide proper clearance, provided that in case the parties agree that any of the work contemplated by this agreement arising from the construction or maintenance of said crossing shall be performed by Receivers at the expense of Department, the Department's State Highway Engineer shall be notified in writing at least five days in advance of the commencement of such work by Receivers, and the Department shall have the right to have present during the performance of such work its representative, who shall be authorized to check and verify the Receivers' daily costs as well as all other costs of such work, including deductions from such costs by reason of salvage of railroad materials.

4. It is mutually agreed that the rights of the parties in and to the use of said crossing for railway and highway purposes are mutual and reciprocal, and that, except as otherwise provided herein, the rights, duties and liabilities of the parties one to the other growing out of the relation created by this agreement shall be those imposed by law.

5. The right and privilege herein granted so to locate and construct said highway over and upon said right of way and property is limited to the use of said right of way and property for public highway purposes only, and should said right of way and property, or any part thereof, so occupied by said highway, at any time cease to be used for public highway purposes, or in the event of termination of this agreement in any manner, Department hereby agrees to restore, at its sole cost, said right of way and property so occupied by said highway to approximately the condition thereof prior to the location thereon of said highway.

6. Department hereby agrees that any industrial tracks, turnouts or other tracks, which Receivers shall construct within the limits of Receivers' right of way or property may, if Receivers so desire, be constructed across the said highway, the cost of any highway repair or restoration

work made necessary as a result of any such track crossing to be borne by Department.

7. It is expressly stipulated that Department shall have no right hereunder to construct, maintain and/or operate, nor to permit or authorize others to construct, maintain and/or operate any electric, telephone or other wires or poles, or any gas, water, sewer or other pipes, mains or conduits, or other facilities of any kind, upon, over or beneath said highway crossing within the limits of Receivers' right of way as permitted to be constructed hereunder.

8. This agreement, unless sooner terminated under the provisions hereof, shall cease and determine upon termination of the receivership proceedings wherein Receivers, parties hereto, were appointed Receivers or upon the sooner cessation of operation or control by Receivers of the line of railroad on or along which the property covered by this agreement is located; provided, however, that if prior to or upon such termination of said receivership proceedings or such cessation of operation or control by Receivers, Seaboard Air Line Railway Company or any other railroad corporation shall succeed to the rights and assume by appropriate written instrument the obligations of Receivers under this agreement, the provisions of this agreement shall thereupon continue in effect and binding as between Seaboard Air Line Railway Company or such other railroad corporation, as the case may be, so succeeding to the rights and assuming the obligations of Receivers hereunder, and Department, party hereto.

IN TESTIMONY WHEREOF, the parties have caused these presents to be duly signed and sealed, the day and year first above written.

Legh R. Powell, Jr., and Henry W. Anderson, as Receivers of Seaboard

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Witnesses: \_\_\_\_\_

STATE ROAD DEPARTMENT OF  
FLORIDA  
By \_\_\_\_\_ Chairman  
Attest: \_\_\_\_\_  
Secretary  
Witnesses: \_\_\_\_\_

#### CARE OF CONVICTS BY STATE ROAD DEPARTMENT

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, recently several State convicts at Camp No. 8533 mutilated and temporarily incapacitated themselves from performing manual labor on state roads; and

WHEREAS, the Department has made a careful investigation of the facts of this matter, and a full report of such investigation has been turned over to the proper law enforcement officer, and the Department has suspended those employees of the Department who were in direct charge of said convicts and against whom complaints have been made, pending the determination of responsibility of such employees for what occurred; and

WHEREAS, it is believed that it would serve a useful public purpose to restate and reaffirm the requirements the Department has heretofore instructed its employees to strictly adhere to regarding the care, maintenance and protection of State convicts transferred to the Department pursuant to State law for manual labor on state roads;

NOW, THEREFORE BE IT RESOLVED by the State Road Department that it hereby restates and reaffirms its instructions to its employees to adhere to the following Departmental requirements regarding the care, maintenance and protection of State convicts turned over to it for labor on state highways:

1. Food and living conditions for State convicts shall be kept healthful and sanitary, and adequate medical attention shall be provided.

2. Treatment of convicts shall be humane and reasonable, but with sufficient lawful discipline to preserve order.

3. No punishment of convicts shall be permitted other than that prescribed by State law or the regulations prescribed by the Commissioner of Agriculture, and approved by the Board of Commissioners of State Institutions.

4. To promptly and thoroughly investigate all complaints against employees of the Department for violations of laws and regulations relating to the care, upkeep, work, discipline and punishment of State convicts in the custody of the Department.

5. Any violations by the personnel of the Department of any laws or regulations relating to the maintenance, upkeep or punishment of State convicts in the custody of the Department, that constitute crimes to be immediately brought to the attention of the proper law enforcement officers for prosecution, and every assistance and cooperation to be given law enforcement officers in the prosecution of such offenders.

#### PROTEST AGAINST INCREASE IN FEDERAL GASOLINE TAX

On motion of Mr. Stockton, seconded by Mr. Lindsey, the Chairman was asked to write a letter to the Finance Committee of the United States Senate and to each of the Florida Members of the Senate, enclosing copy of the resolution adopted by this Department at the meeting held on March 23, 1942, protesting the increase in the Federal tax on gasoline, and calling attention to any additional reasons

why the proposed increase in such tax should be opposed.

#### REQUEST OF HOLMES COUNTY

Hon. Emogene Commander, Representative of Holmes County, appeared before the Board with the request that the Road Department reimburse J. J. Thomas and J. C. Commander of his county for muck and clay taken from some 15 acres their lands during the construction of Road 166. The Engineer offered to make investigation of this claim.

#### IMPROVEMENTS WITHIN UNIVER- SITY CAMPUS

On motion of Mr. Stockton, seconded by Mr. Townsend, it was agreed to request the Attorney General for an opinion on the legality of the Department's spending money for improvement within the grounds of the University of Florida, in accordance with the plan proposed by that institution.

#### REQUEST FROM HILLSBOROUGH COUNTY

Mr. Townsend suggested that the matter of the cancellation of the debt of Hillsborough County requested at the last meeting be carried over for attention at the next meeting.

#### REQUESTS OF PALM BEACH COUNTY

1. Riviera Bridge over Inland Waterway.

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that material not exceeding a cost of \$8,000, to be paid for from the Second Gas Tax funds allocated to the maintenance of roads in\* Palm Beach County, be furnished for the construction of Riviera Bridge over Inland Waterway in Palm Beach County, with the understanding that the county is to do the work and continue to maintain the said bridge.

2. On motion of Mr. Townsend, seconded by Mr. Ward, it was agreed that the request of Palm Beach County for the construction of a bridge across the canal adjacent to Road No. 26 at Okeelanta be denied at this time.

#### MAINTENANCE OF ELEVATOR IN MARTIN BUILDING

Mr. H. A. Carroll, representing the Otis Elevator Company, appeared before the Board to request consideration of a maintenance contract for the new elevator in the Martin Building, occupied by the State Road Department, the Motor Vehicle Commission, and the State Highway Patrol.

On motion of Mr. Townsend, seconded by Mr. Lindsey, the Chairman was authorized to take up this matter with the Motor Vehicle Commissioner and the Director of the Highway Patrol, with authority to enter into the maintenance agreement if he considers it advisable to do so.

#### FLIGHT STRIP IN FRANKLIN COUNTY—RIGHT OF WAY

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had an emergency landing field (Flight Strip) surveyed and located in Franklin County, Florida, together with access road and lateral ditches for said field, and has prepared a map thereof, the same being known as Project FS-FLA-2 (4504);

NOW THEREFORE BE IT RESOLVED by the State Road Department that pursuant to Chapter 14643, Laws of Florida,

Acts 1931, it hereby approves the location and survey of said emergency landing field (Flight Strip) project and directs that a copy of said map of such location and survey be filed in the office of the Clerk of the Circuit Court of said County.

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the lands and easements for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, in its name, to secure by gift, purchase or condemnation, the lands necessary for said project as shown on said map or plat, and to convey the same to this Department, free of encumbrance.

#### ADJOURNMENT

By common consent the meeting was adjourned, with agreement to hold the next meeting in Jacksonville at a time to be selected by the Chairman.

#### GET BILLS IN OR WAIT FOR CHECKS

Bills presented to the State Road Department more than 30 days after the date of purchases will be handled on a deferred basis, according to announcement of R. J. Waterston, Jr., road department auditor.

The move was made necessary by the department's desire to operate on a current and liquid basis, now that rationing has made gasoline tax revenue uncertain.

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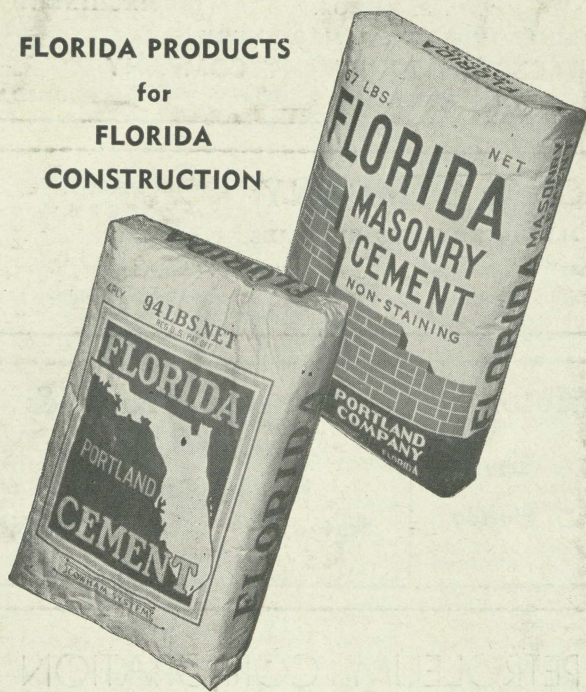
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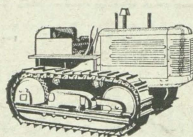
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